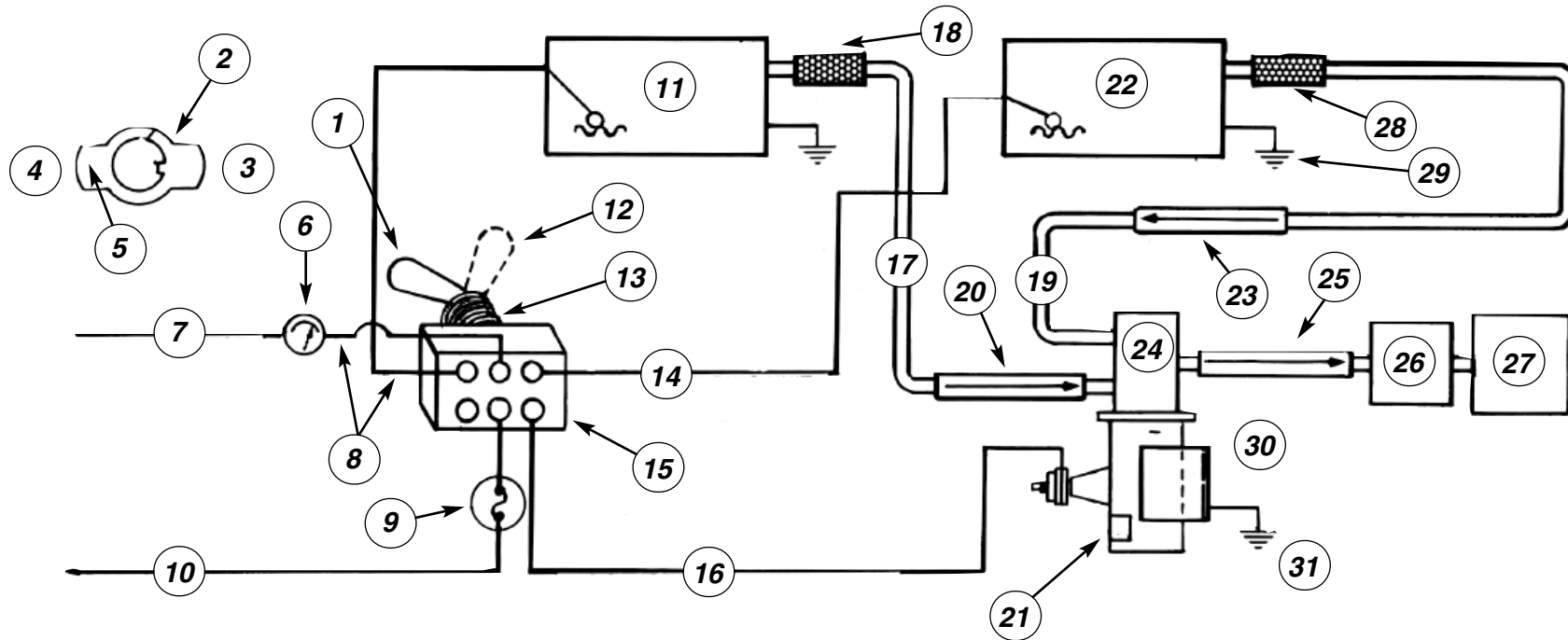


FUEL SELECTOR VALVE INSTALLATION INSTRUCTIONS FOR ONE AUXILIARY TANK (WITHOUT RETURN LINES)

STANDARD



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|---|---|------------------------|--|
| 1. Aux. tank position (valve energized) | 10. New wire to "accessory" power circuit – 18 gauge | 17. Original fuel line | 26. Fuel pump |
| 2. Key | 11. Main tank | 18. Fuel filter | 27. Engine |
| 3. Main | 12. Main tank position (valve off) | 19. New fuel line | 28. Fuel filter |
| 4. Aux. | 13. Keyway for indicator plate | 20. Inlet hose | 29. New ground wire |
| 5. Indicator plate | 14. New wire to aux. tank sending unit Alambre | 21. Caution label | 30. Caution: Valve must be located between pump and tanks. <i>Do not</i> pressurize inlet ports |
| 6. Fuel gauge | 15. D.P.D.T. selector toggle switch "on-on" (mount on dash) | 22. Aux. tank | 31. Ground established when mounted on chassis |
| 7. Original wire to fuel gauge | 16. New wire to selector valve – 18 gauge | 23. Inlet hose | |
| 8. Original wire from sending unit to fuel gauge (dash) | | 24. Selector valve | |
| 9. 1 amp electrical fuse | | 25. Outlet hose | |

I. GENERAL INFORMATION

This Selector Valve is intended for use with the following:

- Vehicles with one main and one auxiliary fuel tank.
- Vehicles without fuel return lines.
- 12 Volt systems.
- Ambient temperatures between -40°F and +180°F.

The selector valve must be located between the Fuel Pump and the Fuel Tanks. Not for systems using intank fuel pumps or pumps located between the tanks and valve. Note: Fuel injection systems and diesel fuel systems commonly have intank pressure pumps.

- Vacuum not to exceed 8 P.S.I.
- Not for marine applications.

II. INSTALLATION INSTRUCTIONS

Selector valve should be installed as shown above. Choose a protected location near the original fuel line and mount the selector valve to a chassis rail (horizontal valve position preferred). Bolt valve mounting bracket to chassis using external tooth lockwashers for good ground. Route the auxiliary tank fuel line to the selector valve as shown. Cut the original fuel line. Using properly tightened clamps and 5/16" fuel approved flexible hose, connect the fuel lines to the selector valve as shown. Fuel line routing should minimize bends and have largest possible radius for better flow. A fuel filter must be installed between each fuel tank and the selector valve input ports to prevent foreign matter from entering the valve and causing it to malfunction. After assembly, check the system for leaks.

Choose a position on the dash to mount the toggle selector switch. Cut the original wire from the sending unit to the fuel gauge and connect it to the selector switch as shown. Connect a new wire from the switch to the auxiliary tank sending unit and another new wire to the selector valve. The connection to the selector valve should be made by placing the properly stripped wire between the two washers and wrapping it twice in a clockwise direction around the terminal. The nut should be securely tightened and a coating of grease applied to prevent corrosion. Connect a new wire from the "accessory" power to the selector toggle switch through a 1 amp fuse. Indicator plate should be used for proper indication of tank selected. *It is normal for "Constant Duty" solenoids to run warm.*

FUEL FLOW: *Valve de-energized:* flow is from the main fuel tank thru the valve to the fuel pump. *Valve energized:* flow is from the auxiliary tank thru the valve to the fuel pump.